

~~CONFIDENTIAL~~

OXC-1920
Copy 9 of 9

14 July 1961

MEMORANDUM FOR THE RECORD

STATINTL

SUBJECT : Conversation with Mr. [REDACTED] 13 July 1961, Regarding
Engine Repairs on 1649 Constellation Aircraft

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1. Mr. Johnson advised me in a telephone call 13 July 1961 that Lockheed had won its argument with [REDACTED] on who is to pick up the tab for the nearly \$20,000 worth of damage done to the number three engine of the [REDACTED] on 25 June when the supercharger drive shaft of this engine failed in flight with resulting major damage to the supercharger itself and the fuel system. [REDACTED] will absorb these costs, even though there was some question about the exact language of the engine warranty and its application in this instance, since the engines sat idle for three years without being run during which time the warranty technically expired.

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2. In addition, Mr. Johnson said that Lockheed did not intend to fold in their present argument with Captive-Air, a firm located at Burbank, whose carelessness reported resulted in approximately \$20,000 worth of damage to the engine installed to replace the one which failed in flight on 25 June. It seems that in the course of installing the replacement engine and supercharger assembly, a mechanic from Captive-Air dropped a washer from the master control into the engine in such a way that when it was run up on the ground at thirty inches of manifold pressure, the washer traveled through the engine, was ingested into the supercharger, and blown out the exhaust pipe half way across the field at Burbank where it was recovered by the flight engineer. The damage to this engine included a cracked piston, broken impeller, and assorted damage to the supercharger housing. It apparently can be fairly well established that the washer was not inside the engine loose when it was purchased from TWA.

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3. Kelly said that as a result of his conversations with [REDACTED] on the first engine, they had suggested retrofitting it with certain new parts which have been incorporated into EA-2 engines built subsequent to 1956-57 when our six engines were constructed. The [REDACTED]

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representative said that they would perform this same retrofit on all of our engines for a total cost of \$2,000 per engine. The improvements can be installed in the case of the engines now on the plane without removing them from the airframe. While it is true that in their present configuration all six engines meet minimum FAA specifications, airline experience with the EA-2 has shown that product improvement of the sort proposed in this instance by [REDACTED] has over the years resulted in a dramatic reduction in the in-flight shut down rate. Accordingly, I told Kelly that I felt this was good insurance with which he agreed wholeheartedly. I then gave him oral approval to effect retrofit on all six engines as rapidly as possible, phasing them in in such a way that the aircraft down-time would be minimized. He said he thought that the whole job could be done in something like five working days on the four engines now in the plane, so he anticipates an ETIC on the [REDACTED] of about 21 July. I have sent him a cable to this effect.

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[REDACTED]
Assistant Chief,
DPD-DD/P

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